



Officer Report

Application Number:	HGY/2026/0498
Application Type:	Change of use
Address:	51 Suffolk Road, Tottenham, London, N15 5RN
Proposal:	Change of use from a single-family dwellinghouse (Use Class C3) to a 4-person 4-bed House of Multiple Occupation (HMO) (Use Class C4).
Case Officer:	Daniel Boama
Valid Date:	15/05/2026
Applicant:	Stavros Oikonomou-Mpegetis
Agent:	

RECOMMENDATION

Refuse

1. Site location

The application site comprises a two-storey, end-of-terrace dwelling located on Suffolk Road. There is a right of way to the west of the site. The surrounding area is predominantly residential in nature, characterised by short terraces of dwelling houses that are also on Suffolk Road. The Suffolk Road area is bound by the London Overground line to the south and St Ann's Road to the north.

The property is not located within a conservation area. The property is located within a 'Family Housing Protection Zone', as introduced in the 2017 local plan to restrict further residential conversions in areas identified as already having a high concentration of converted properties. It is also pointed out that the application site and this part of the borough is subject to an Article 4 Direction which came into force in November 2013, removing permitted development rights for a change of use from a single family dwelling house (Use Class C3) to a HMO (Use Class C4).

2. Description of Proposal

The application proposes the change of use from a single-family dwellinghouse (Use Class C3) to a 4-person 4-bed House of Multiple Occupation (HMO) (Use Class C4).

The ground floor layout would comprise of 1no. bedroom in the front projection, one living room, 1no. bathroom, 1no. kitchen, and a rear extension. The first floor layout has two bedrooms, one kitchen and one bathroom.

The submitted plans are unclear because they are not to scale and are not of any architectural merit. Revised drawings of that were to scale were provided.

3. Relevant Planning and Enforcement history

No relevant planning history

Enforcement history

ENF/2026/0028

Enforcement type: Change of Use - House in Multiple Occupation

Description: House in Multiple Occupation - 4 persons, and 3 households, granted this for THE MAXIMUM NUMBER OF OCCUPANTS AND HOUSHEOLD BEING 4 AND 4

Status: Ongoing investigation

4. Internal & Statutory Consultation

The following were consulted regarding the application:

LBH Transportation Group: Transport comments:

1. The site has moderate public transport accessibility (PTAL=3) and is not located within a CPZ.
2. The site is located within the 'Family Housing' protection zone.
3. Cycle parking provision is required for four bicycles. This must be secure, sheltered and independently accessible.
4. The proposal is car-free, however no parking stress survey and assessments are required to determine whether there is a need to restrict eligibility of all occupiers from obtaining CPZ parking permits via a s106 agreement. Should that be necessary, the applicant will also be responsible for corresponding cost (£4000) for amending the CPZ TMO.

LBH Private Sector Housing Officer: The plans are not drawn by an architect and so very hard to decipher. If the rooms sizes shown are correct the property could be licensed for 4 people in 3 households as there are only three bedrooms shown. No room beyond a living room or kitchen can be used for sleeping due to the means of escape from fire being through a room of high risk. The property would need an additional HMO licence if the development goes ahead.

Officer response: The status of the application was made invalid and further information was requested. Floor plans of architectural merit were provided.

LBH Private Sector Housing Officer: This property currently has an additional HMO licence in place for three people and three households.

The plans only show three bedrooms. If another room is allowed as a bedroom then the licence can be varied to allow four people in four households. We have no objection to this.

5. Local Representations

No representations were received from neighbours, local groups, etc in response to notification and publicity of the application.

6. Assessment of Planning Considerations

The main planning considerations raised by the proposed development are:

1. Principle of development;
2. Design and appearance;
3. Standard and quality of residential accommodation;
4. Impact on neighbouring amenity;
5. Transport considerations.

Principle of development

HMO accommodation plays an important role in meeting particular housing needs, especially for low-income residents, young people and those needing temporary accommodation, however as set out in Haringey's Development Management DPD 2017 (Para. 3.36) there are broader concerns in respect of losing family units to conversions, with HMOs heavily concentrated in the east of the Borough, with this leading to what it describes as "a significant loss in the availability of family housing for which there is strong need."

As such Policy DM17 set out specific criteria that is required to be met to allow approval of the conversion of a home to an HMO within the area covered by the Article 4 Direction, specifically:

a. The gross original internal floor space of the existing dwelling is greater than 120m²:

Comment: The proposal would lead to the loss of a single-family unit considering that the original floor space is less than 120 sqm, measuring at 111.21 sqm.

The need to provide a sufficient supply of small family homes is a priority for the Council. As such, the benefits of providing HMO bedspaces is outweighed by the unacceptable loss of a single-family dwellinghouse.

b. They do not give rise to any significant adverse amenity impact(s) on the surrounding neighbourhood, including cumulative impacts arising from an overconcentration of HMOs within an area;

Comment: The drawings submitted do not show where bikes, refuse and recycling would be stored. Cycle parking should be provided for each HMO bedroom, and this should be secure, sheltered, and accessible. Given that the area at the front is quite small and would be occupied by bins, it is not clear how cycle parking can be integrated here.

c. They are accessible by public transport, cycling and walking;

Comment: The site is located within an area with a Public Transport Accessibility Level (PTAL) 3 which is deemed to be moderate access. There are 3 different bus services accessible within 4 to 5 minutes' walk of the site. The site is also within walking distance of Seven Sisters Overground, National Rail, and Underground Stations and therefore overall the site is considered to have an acceptable level of access to public transport.

d. They provide high quality accommodation that satisfies the relevant policies of the Local Plan, including internal space standards, provision of a satisfactory level of amenity space for occupants, and adequate and convenient refuse storage and collection.

Comment: The proposed HMO would have two large kitchens located on the ground floor and first floor which complies with HMO licensing standards. The scheme is acceptable in terms of the rooms sizes and the number of residents. The Council's HMO licensing regime provides for further safeguards to ensure the accommodation is acceptable and kept to an acceptable and safe standard.

With regard to the stacking there may be some transfer of noise from the kitchens to the rooms above, however, in a HMO where there is shared space residents cannot reasonably be protected from noise to the same extent as might be possible in self-contained accommodation.

e. Where non self-contained, have exclusive use of a kitchen or space within a shared kitchen for each household.

Comment: Haringey standards for HMOs require that one kitchen is shared per three room lettings. In the case here two kitchens would be provided and therefore would be in compliance with HMO standards.

Design and appearance

DPD Policy DM12 'Housing Design and Quality' states that extensions or alterations to residential buildings, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/ or complement the form, setting, period, architectural characteristics, detailing of the original building, including external features such as chimneys, and porches. High quality matching or complementary materials should be used appropriately and sensitively in relation to the context. DPD Policy DM1 'Delivering High Quality Design' requires development proposals to relate positively to their locality, while Local Plan (2017) Policy SP11 requires the highest standard of design that respects local context and character and historic significance, which is equally supported by London Plan (2021) Policy D6.

The works here do not propose any alterations by way of external changes or extensions.

Standard and quality of residential accommodation

London Plan Policy D6 requires housing developments to be of high-quality design, providing comfortable and functional layouts, benefiting from sufficient daylight and sunlight, maximising the provision of dual aspect units and providing adequate and easily accessible storage space as well as outdoor amenity space. Table 3.1 sets out the internal minimum space standards for new developments, while Table 3.2 of the London Plan provides qualitative design aspects that should be addressed in housing developments. The criteria set out within parts c-g of part A of DMP policy DM16 largely echo some of the design aspects covered within policy D6 of the London Plan.

The proposal would see the existing property sub-divided into self-contained units as follows:

<i>Room</i>	<i>Size (sqm)</i>	<i>Minimum requirement (sqm)</i>	<i>Floor level</i>
Bedroom 1	15.00sqm	15sqm for 2-person lettings	Ground floor
Bedroom 2	12.20sqm	10sqm for 1-person lettings	First floor
Bedroom 3	12.68sqm	10sqm for 1-person lettings	First floor
Living Room	16.90sqm	N/A	Ground floor
Kitchen	16.94sqm	N/A	Ground floor
Kitchen	8.76sqm	N/A	First floor
Bathroom	2.34sqm	N/A	First floor
Bathroom	2.34sqm	N/A	First floor

The size of the bedrooms meet the minimum requirement for 1-person lettings, and bedroom 2 meets the minimum requirement for a 2-person letting. However, the plans don't show ensuite facilities.

There would be one large kitchen on the ground floor and a one smaller kitchen on the first floor, so there would be more than enough kitchens. Each bedroom would not have access en-suite toilet/shower, but there is a 1no. bathroom on each floor. The Council's HMO standards state that there shall be provided a minimum of one bath or shower and one WC for every five occupiers sharing the facilities. In this case there are 2no. bathrooms for four occupiers, therefore there are no concerns.

Impact on neighbouring amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts.

DPD Policy DM1 'Delivering High Quality Design' states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid overlooking and loss of privacy and detriment to amenity of neighbouring resident.

In terms of use, the change to an 4-person HMO is not significant in planning terms. The comings and goings would remain similar to the existing use as a large single household family. In planning terms, the LPA do not have sufficient evidence to demonstrate that the conversion here would lead to an over-concentration of HMO development.

Transport considerations

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

Local Plan (2017) Policy SP7 Transport states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This is supported by DM Policy (2017) DM31 'Sustainable Transport'.

The Council's Transportation Team have advised that safe and secure cycle parking for 4 bicycles be added. An objection has not been raised by them, however, the drawings submitted do not show where bikes, refuse and recycling would be stored. Cycle parking should be provided for each HMO bedroom, and this should be secure, sheltered, and accessible. Given that the area at the front is quite small and would be occupied by bins, it is not clear how cycle parking can be integrated here.

Conclusion

The gross original internal floor space of the original dwellinghouse is below 120m² and therefore considered too small for conversion. The proposed conversion would also result in the unacceptable loss of a family housing unit for which there is an identified need and would provide unacceptable living conditions for future occupiers and would result in an over-intensive use of this property harmful to neighbouring amenity.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be refused for the reasons set out above. The details of the decision are set out in the RECOMMENDATION.

7. Recommendation

The application is recommended for refusal for the following reason:

Refusal Reasons:

The gross original internal floor space of the original dwellinghouse is below 120m² and therefore the property is considered too small for conversion, as it would result in the unacceptable loss of family housing for which there is an identified need. The proposal is therefore contrary to London Plan Policy H8, Policy SP2 of the Haringey Local Plan (2017) and Policies DM10 and DM17 of Haringey's Development Management DPD (2017).